

## **B . Amendments to the Specification**

On page 8, lines 15 and 16, continuing to page 9, lines 1-3, please make the following change:

FIG. 4 is a side elevation of the lift system mechanism of the present invention, similar to that of FIG. 3, but with the motor attached, and raised by a subsurface impediment, so as to be held above the impediment, the ~~propeller~~ **propeller** being in line with the boat's keel, while maintaining the thrust of the motor's ~~propeller~~ **propeller** in line with the keel of the boat;

On page 10, lines 4 and 5, please make the following change:

FIG. 11 is a partially sectioned and fragmented view of the ~~ratchet~~ **ratchet** mechanism which permits lifting of the motor in several increments.

On the page 11, starting on line 10, please amend as follows:

The principal objects of the invention are achieved by maintaining the orientation of the motor relative to the boat throughout the range of operation of the lift system 15, and, to this end, a four bar linkage means is preferably employed to dynamically link the movable motor mount 22 to the transom-mounted, stationary plate 17 and motor mount 22. There are preferably four parallel four-bar links extending link mechanisms are provided between the plate 17 and the motor mount 22. With reference to FIGS. 1 and 2, upper bar links 26 are provided, and spaced from a pair of lower bar links 28. Each of an upper bar link and a lower bar link are coplaner coplanar, and the planes of each such pair are parallel. Additionally the upper bar links 26 and the lower bar links 28 are, themselves, parallel. Pairs of upper bar links are tied together by an upper cross bar 31. In a similar fashion, a lower cross bar 32 ties adjacent pairs of lower bar links 28 together. In this manner, the bar links operate in unison, as will be hereinafter discussed.

On page 14, beginning on line 5, please make the following additions and/or corrections as follows:

To this end, manual lift apparatus is provided which will yieldably and at least temporarily establish a predetermined position for the motor when the boat is to travel through

shallow areas with known impediments. More specifically, and with initial reference to FIGS. 1, 4, 7 and 9, a displaceable, transverse lift bar 70 freely passes beneath the lower links 28 where it can be selectively urged into contact with engages the lower bar links, i.e., cross bar 32. The ~~cross-bar lift bar 70~~ lift bar 70 is linked to a handle 72 by means of a two-piece link 74. Referencing FIG. 10, handle 72 is pivoted by fastener 71. Referring to FIG. 11, a ratchet system temporarily maintains handle orientation. Ratchet wheel 76 is pivotally disposed between the two link pieces 74 and secured by fastener 71. ~~and it's is~~ The ratchet wheel 76 (FIG. 11) is selectively engaged by a detent 78. A trigger mechanism (not shown) on the handle 72, which may take any one of several well known forms, rotates the detent 78 towards or away from the ratchet 76 permitting the handle 72 to be moved from a full release position as shown in FIG. 5, where the motor is at full depth, to a full up position as shown in FIG. 9, where the motor is out of the water.

Notwithstanding the position of the handle 72 established by the setting of the ratchet system (i.e., contact with wheel 76 by detent 78) and the concomitant, selected vertical height of the motor M, subsequent underwater contact by motor M with submerged obstacles will result in upward vertical displacement of the motor, minimizing damage. This is because transverse lift bar 70 is independent from and not rigidly affixed to lower links 28 or cross piece 32 (FIG. 10).

On page 23 please amend the Abstract as follows:

For particular use on a shallow draft boat with an outboard motor traveling a course in shallow water with both expected and unexpected sub surface impediments along the way, an improved lift assembly in which the motor responds automatically when encountering a sub surface impediment by raising vertically so that the thrust of the ~~propeller~~ **propeller** always remains at its optimum in the direction of the movement of the boat.